

pear in the apse, the intermediate compartment, the transepts, in the supporting piers of the crossing, and at the west end.

In describing the exterior, the order of description does not appear to be of much consequence. The most important points are the number and position of the towers, whether they are east, at the crossing, &c.; whether their sides and in gables, and whether these have strong or light corbices, especially the horizontal lines; how the different stories of the towers are decorated; the apses, whether round or polygonal, whether they have the peculiar apical gallery of the Romanesque, the finishing of the wall, whether by a corbel table with notches, round or pointed, plain or moulded; or by a cornice, balustrade, canopies, pinnacles, &c. The buttresses, also, or their absence, should be remarked; what projection they have, what offsets, what termination, how ornamented. Flying buttresses are to be noticed, and how they are stopped and supported at the lower end. Finally the west front is a leading part of the building when it is ornamented, and the porches in the other parts; and these portions often contain the richest and most ornamented workmanship in the whole edifice. If the church has many subordinate members externally, and is remarkable in detail, it may be proper to take notes of a single compartment externally from the ground to the roof in order. The windows in particular will require attention; the mouldings of the window-sides, the dripstones, canopies, and panelings, which accompany them, and especially the tracery. If any one were to observe in succession a great number of different windows of the complete Gothic, he would probably be led to devise some simple and technical phraseology or notation by which the form of the tracery might be conveyed.

By adopting a method such as is here suggested in the examination of churches and other similar buildings, the architectural student might throw much valuable light upon the history of this branch of his profession, for all sound speculation must be founded on the accurate knowledge of an extensive collection of particular instances.

#### THE MAHOGANY TRADE.

THE mahogany annually exported from Honduras by British settlers may be calculated at about sixty square-rigged vessels, at 120,000 feet each, value about 400,000*l.*; and the value of Guatemalan produce, such as indigo, cochineal, &c., exported, amounts to three times as much again. It is supposed that the sales of one commercial house at Belize average 15,000*l.* currency per month, which is one-twentieth part of what is sold, and would make the sales of British dry goods imported for the supply of that colony and Guatemala, at least 2,500,000*l.* currency, or about 1,500,000*l.* sterling.

The number of ships entered inwards and outwards during the last three years has averaged 100; their aggregate tonnage being 20,000.

The inhabitants of Belize are dealers only in the raw material; the mahogany tables of their dwellings being manufactured in England, whilst the wood from which they were cut travels upwards of 15,000 miles before it reaches the spot of its ultimate destination, that being the same shore on which it grew. One of the largest of the logs ever imported into England was bought at Liverpool for 378*l.*, and was supposed to have returned to the manufacturer at least 1,000*l.* If cut into veneers, 550*l.* of this sum would be paid in wages to British mechanics.

Not long since, Messrs. Broadwood, the distinguished piano-forte manufacturers, gave the enormous sum of 3,000*l.* for three logs of mahogany! These logs, the produce of a single tree, were each about fifteen feet long and thirty-eight inches square; they were cut into veneers of eight  $\frac{1}{2}$  in. in. The wood was particularly beautiful; capable of receiving the highest polish, and when polished, reflecting the light in the most varied manner, like the surface of a crystal; and from the wavy figure of the pores, offering a different figure in whatever direction it was viewed.

Dealers in mahogany generally introduce an eager before buying a log; but, notwithstanding

that, they are seldom able to decide with much precision as to the quality of the wood; so that there is a good deal of lottery in the trade. The logs for which Messrs. Broadwood gave so high a price were brought to this country with a full knowledge of their superior worth.

The cutting of mahogany at Honduras takes place at two different seasons; after Christmas and towards Midsummer. The negroes employed in felling the trees are divided into groups of from ten to fifty. The trees are cut about twelve feet from the ground, and are floated down the rivers.—*Symonds's Colonial Magazine.*

#### CHURCH-BUILDING INTELLIGENCE, &c.

ON the 4th inst. the Lord Bishop of Gloucester and Bristol consecrated a new church at Eisey, near Crickdale, in place of a former one (which having become unsafe, had been taken down), within the churchyard, but on a different site. This church is a simple Norman structure, built at the sole expense of Earl St. Germans, to hold about 120 persons on open seats, which are moveable, the floor being of stone. The circular apse contains six windows filled with stained glass, the present of a lady, and painted by herself in diaper. The capitals of shafts, cinque-poilts, dog-eared, and other parts, have been left entirely plain, to be enriched at future opportunities. The communion-table is of stone, detached some space from the wall, and the floor round it is laid with encaustic tiles. There is a letter on a single shaft, copied from an ancient example, and a small kneeling desk within the chancel; both of which, as well as the font, are plain, and well suited to the church.

**New Church in the Parish of St. Giles, Westminster.**—The steeple of this church being complete, the scaffolding has been taken down from it: the crowing spire rises from the square tower by corbelling over; and not by the use of aquinoches, pinnacles, and flying-buttresses. The clerestory walls are now in progress, and are supported by six detached octagonal piers, the shafts of which are of blue-lime-stone, which is hard and will take a roughish polish.

**New Church at Crewe.**—A new church is being erected at Crewe by the Grand Junction Railway Company, for the use of their workmen. It is to be a neat blue brick structure, with stone coignea in the Anglo-Norman style of architecture. At present service is conducted in a room of the company's works. The Rev. J. Appleton has been the chaplain, but on account of ill-health he has resigned.—*Liverpool Chronicle.*

**Holy Trinity Church, Halesd.**—The style and character of this building is Gothic, with tower and spire. Accommodation is provided for 703 persons; namely, in pews 199, and in free seats 504. The first stone was laid in the month of July last year.

**Her Majesty's Commissioners for Building New Churches** have at the present time under consideration plans for a new church to be built in the parish of Woolwich, in the county of Kent, and at Morton and Stockwith, in the parish of Gainsborough, in the county of Lincoln.

A stone pulpit, elaborately and beautifully worked, is about to be placed in the parish church of Langford Budville, the gift of Captain Perceval, Bindon-house, Nilverton; and another is in preparation for Oldridge chapel, near Crediton.

A beautiful sculptured font, of Caen stone, is about to be placed in Broadelst church, the gift of the Hon. and Rev. Charles Courtenay and Henry Acland, Esq., son of the worthy Bart. of Killerton.

On Friday week a new church at Rotelclair, in Belgium, in which the masons and carpenters were still at work, but which was nearly finished, fell suddenly to the ground. Seven men were injured, but no life was lost.

**PUBLIC WALKS AT CONGLETON.**—We understand that John Latham, Esq., town clerk of Congleton, is in communication with the Lords of the Treasury, for the purpose of obtaining a grant for the construction of public walks in the Town Wood, which it is hoped will be successful. The plans are already made, and it is expected that workmen will very shortly be employed in carrying them out.—*Macclesfield Chronicle.*

#### RAILWAY INTELLIGENCE.

**New Branch Railway to Blackpool and Lytham.**—A special general meeting of the proprietors of the Preston and Wyre Railway, Harbour, and Dock Company, took place at Fleetwood on Friday. The purpose of the meeting was to consider and determine the propriety of applying to parliament in the next session, for power to enable the company to construct two branch railways from the Preston and Wyre line—one from near the Poulton station to Blackpool, and the other from the Kirkham station to Lytham; to consider and determine the measures to be taken for raising such further capital as may be advisable or expedient in connection with them; and for the purpose of giving such powers and authorities to the directors of the company as might be necessary in relation to these matters. Sir H. Fleetwood, Bart., M.P., and other gentlemen of influence, were present. Sir H. Fleetwood stated that the directors had procured a survey and estimate of the line from Poulton to Blackpool; and it was calculated that the total expense would be about 20,000*l.* 24,000*l.*, or, at the utmost 25,000*l.* The consent of every land-owner, he believed, had been obtained. It was not at present contemplated to take immediate measures for the formation of the line from the Kirkham station to Lytham, at least until they were more certain as to the success of the other. It would save expense, however, to make an application to parliament for the construction of both lines. A call of 8*l.* 6*s.* 8*d.* would be necessary for both lines; but in the meantime a call of only 4*l.* 3*s.* 4*d.* upon the 6,700 shares would be necessary. Resolutions in accordance with the object for which the meeting was called were carried unanimously.

**English and Foreign Railways.**—In his evidence before the select committee of last session, Mr. Laing, of the Board of Trade, stated that the average railway charges in Belgium, for 100 miles, are for the first, second, and third classes respectively, 10*s.*, 7*s.* 6*d.*, and 4*s.* 8*d.*; in Germany, 12*s.*, 8*s.* 6*d.*, and 5*s.* 6*d.*; in France, 15*s.*, 10*s.*, and 8*s.* 6*d.*; and in England, 25*s.*, 17*s.*, and 10*s.* As one cause of the comparatively high rate in England, he states that the average cost of railways in this country is three or four times that of the German lines; double that of the Belgian, and greater by one-half than the cost of the French. Mr. Laing is of opinion that the advantage is in favour of the English in regard to speed; but that in point of accommodation the second and third-class passengers in Belgium, and on the Continent generally, have the decided advantage over those of the same classes in England.

**Proposed London and Portsmouth Atmospheric Railway.**—A very numerous meeting of the inhabitants of Portsmouth was held on Monday evening, at which the preliminary measures for a direct line between London and Portsmouth were resolved upon unanimously. The proposed line is to be an atmospheric one, and extend from Epsom (for a railway between which place and Croydon an Act had already been obtained) to Godalming, Petersfield, Havant, and on to Portsmouth. From the statement of Mr. Cobitt, the engineer, it appears that the promoters of the plan pledge themselves that the fares will not be more than two-thirds of the present fares by the South-Western route, and, in addition, the journey is to be made in half the time. The line will be about eighty miles in length.

**South-Eastern Railway.**—The South-Eastern company has declared a dividend of 10*s.* 6*d.* per share on the old shares, and 1*s.* 3*d.* per share on those issued in February last. The feature of the meeting was the discussion arising from a limited Liverpool opposition, which, however, was defeated. It was contended that a number of the Liverpool shareholders are not satisfied with the manner in which the business of the railway is conducted, particularly in reference to goods traffic; but after a stormy debate of several hours, the resolutions proposed for the appointment of a committee were rejected.

**Copenhagen, Sept. 14.**—Mr. Radford, an English civil-engineer, has been chosen, and has arrived here to direct the execution of the iron railway between Copenhagen and Roskilde.